

Shop-made tool

Installer for caps

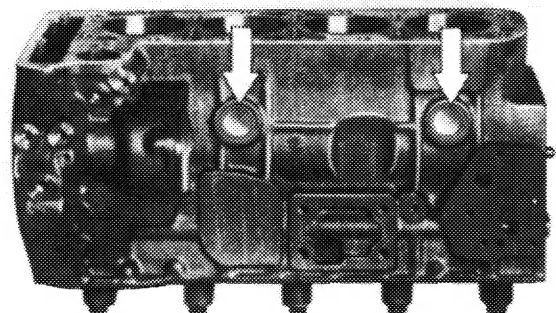
see illustration, job No. 11

Note

The core holes in the crankcase are closed by metal caps (34 mm dia.).

Leaking caps must always be replaced.

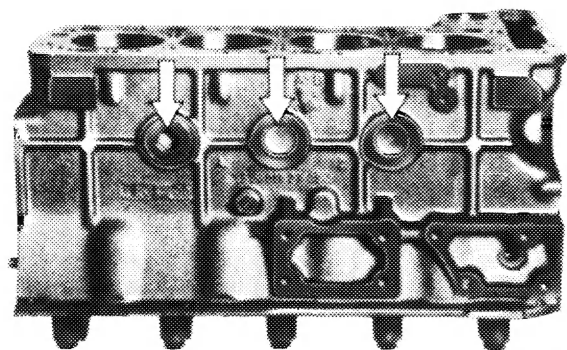
One screw plug (M 38 x 1.5) has been retained at the right-hand side (straight-ahed).



Crankcase, engine 615
Straight-ahead left

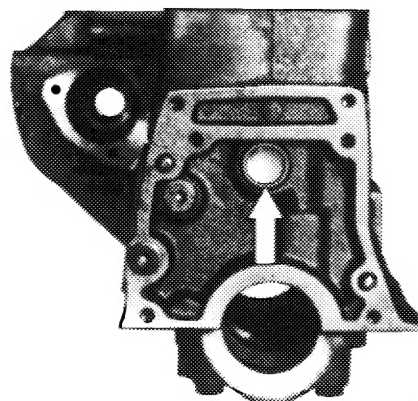
103-13408

This core hole will accept a coolant preheater.



Crankcase, engine 615
Straight-ahead right

103-13400

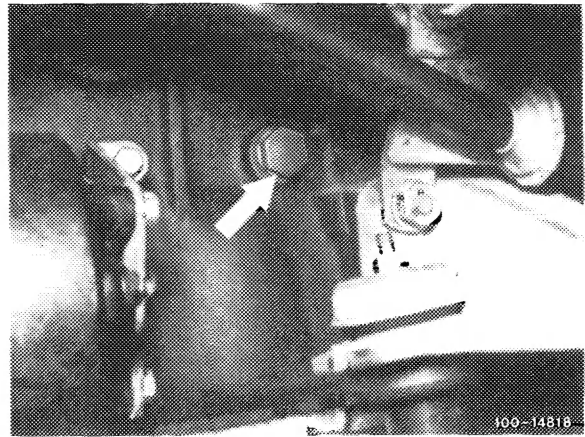


Crankcase, engine 615
Transmission end

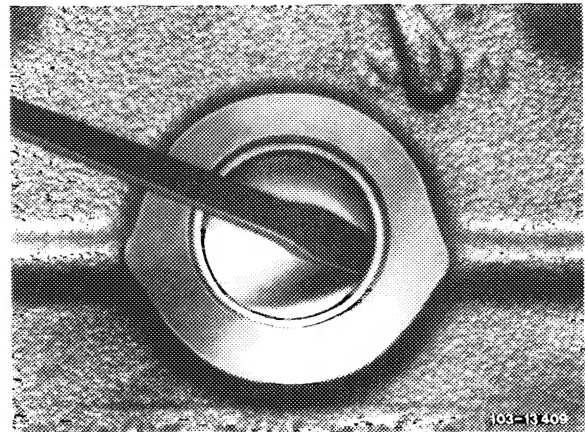
103-13399

Replacement

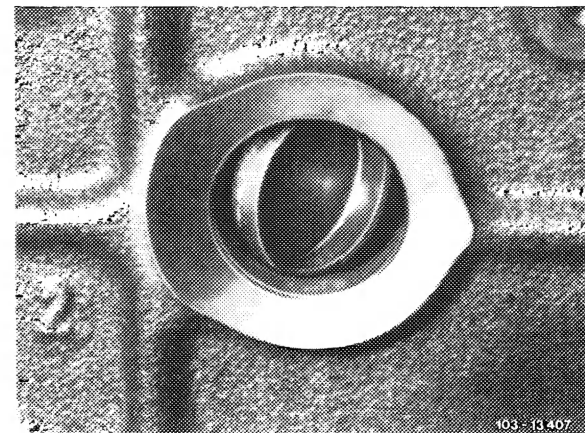
- 1 Fully drain coolant.
- 2 Remove assemblies which restrict access (e.g. transmission, intermediate flange, injection pump, etc.).



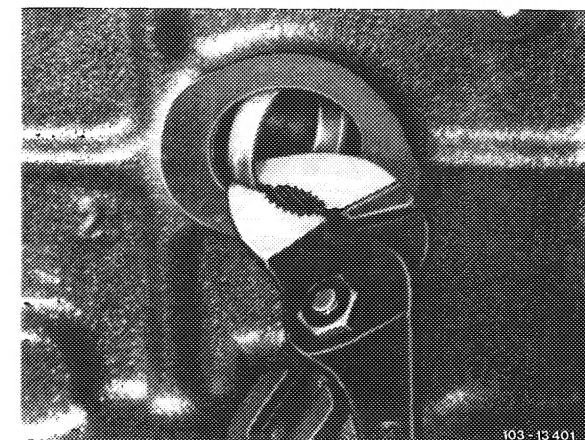
- 3 Position a fine blade chisel or screwdriver on deep-drawn edge of metal cap.



- 4 Carefully force cap down at one side until it has turned by about 90° about its own longitudinal axis.

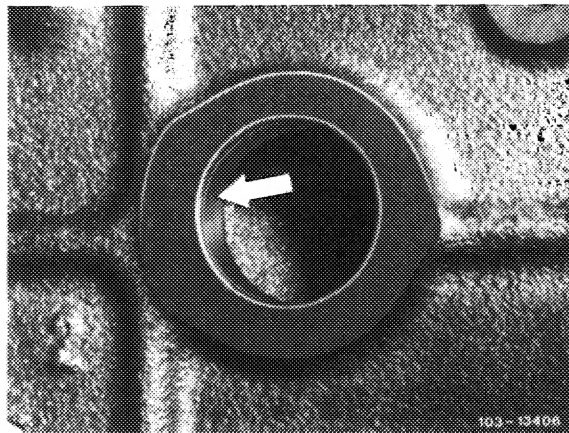


- 5 Apply a pipe wrench to collar of projecting part and withdraw cap.



6 Thoroughly clean all deposits from core hole. Sealing surface must not show signs of grease (arrow).

7 Coat core hole with sealant, part No. 002 989 94 71.

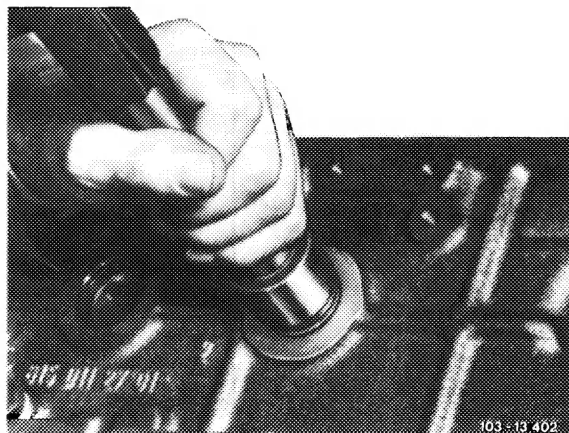


8 Insert new cap, using shop-made installer.

9 Attach removed assemblies.

10 Fill with coolant.

Note: The sealant must cure for about 45 minutes before system is filled with coolant.



11 Warm up engine and check for leakage.

